



## Today and Tomorrow Last Two Days of Jenkins Piano Co.'s

### Monster Removal Sale

This has been the greatest sacrifice in prices, and more good standard pianos have been sold during this sale than any piano sale ever run in El Paso. More than seventy-five homes have been supplied with good standard pianos at less prices than the cheap thump-boxes, called pianos, usually sell at.

We still have about twenty-five of the very best pianos left, out of one hundred we had on our floor when our sale started. To those having use for a piano, remember today and tomorrow you can secure any piano on our floor at wholesale, and in some cases less than actual wholesale price. We are not reserving a single instrument. Every piano is marked down to the very lowest possible price. You will be the loser if you let this chance of a life time go by, to secure a first class piano at even less than the wholesale price delivered in your home, with stool and cover, tuned for one year, and bearing our iron-clad guarantee. "Pianos must be as represented or your money will be refunded." Terms of payment can be arranged to suit buyers. Remember Saturday is the last day. Store will be kept open evenings until 9:30 tonight and tomorrow night.

## Jenkins Piano Co.

The Big Piano House

Phone 2958

116-118 N. Stanton Street



## Union Labor News

### Modern Freight Trains Huge Affairs Compared to Trains of 25 Years Ago

Tonnage Per Car Is Increased from 20,000 to 100,00 Pounds.

THE Westinghouse Air Brake company has issued a statement comparing the tonnage and difference in the efficiency of service among the railroads of 25 years ago and the railroads of the present day. It reads: "Twenty-five years ago 20,

000 pounds was the normal freight car load. Today 100,000 is the normal load; 25 years ago 30 to 40 cars was the normal length of freight trains, today 75 to 100 cars are not unusual. Twenty-five years ago double headers represented the maximum in handling freight trains over the highest grades. Today six locomotives are some times necessary. Twenty-five years ago adequate train control was the greatest problem. Today adequate train control is a greater problem."

The derailment on the G. H. & S. A. railway, one-half mile west of Warwick, has been cleared up. There were 11 cars off the track and it took several hours of hard work for the wrecking crew to get them cleared up. The wreckers had to go before it arrived at the derailment, the trains were not delayed an unnecessary time. It was extra 160 that went into the ditch.

C. E. Darnall, regular through freight conductor for the G. H. & S. A. railway, was deadheaded to Valentine to relieve conductor Shea, who was overtaken by the "16 hour service law."

The G. H. & S. A. railway, extra engineer of the western division of the El Paso & Southwestern system, has a temporary position at Harbison, N. M., as hostler and has left to take his new position. F. A. McCullough, a through freight engineer of the G. H. & S. A. railway, is laying off on account of sickness and an extra engineer of the local list is filling his vacancy in through freight service between El Paso and Valentine.

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Southwestern, is taking a few days layoff and an extra engineer of the local list is filling his vacancy. James Ross, eastern division fireman for the El Paso & Southwestern, at El Paso, has reported for duty, after a short layoff and dumped onto the night switch engine with engineer Frank Eschwig, displacing fireman Hamilton, who goes back on the local extra road fireman's list. Mr. Ross was recently bumped off the day switch engine.

A. A. Harvey, engineer for the eastern division of the El Paso & Southwestern, is making a round trip to Tucumcari. He took engine 272 light to that place, and will probably be sent back to the city in passenger service. Extra fireman R. Hamilton is firing for him.

E. Pigler, fireman for the eastern division of the El Paso & Southwestern, is back on the local extra list after having been used for several round trips with engineer Ben Winters, on engine 191, between El Paso and Carizozo, in regular local service. He was displaced by fireman W. G. Leggett.

Neal Coleman, regular through freight fireman of the western end of the El Paso & Southwestern, is taking a few trips layoff, and an extra fireman of the extra list is filling his vacancy. Shortly after, regular engineer of the eastern division of the El Paso & Southwestern, is laying off for a few days.

L. Hull, extra engineer for the eastern division of the El Paso & Southwestern has taken a passenger run as fireman. He is now firing engine 138, displacing fireman A. Wells, who bumps the youngest man at present firing passenger.

Engine 273 of the Southwestern has been transferred to Tucumcari. Passenger engine 147 has arrived from Tucumcari and will be placed in the local back shop, where it will undergo a general overhauling. Passenger engine 149, has also arrived from Tucumcari and will be overhauled at El Paso. Engineer W. C. Hudnall brought it into the city.

E. A. Wells, a regular passenger fireman for the El Paso & Southwestern end, who was bumped off engine 136, has bumped regular fireman Gordon Gunn, off passenger service. Wells went out this morning on number 34, Gunn has bumped onto the night switch engine in the local yard service. He displaced fireman E. N. Robertson, who was placed on the local extra list.

L. D. King, extra engineer for the eastern division of the El Paso & Southwestern, is running the 7 o'clock day engine in the El Paso yard service for a few days.

The half and half yard engine of the western division of the El Paso & Southwestern in the local yard service, is up for bids from all western district firemen. It was recently vacated by regular fireman C. C. Crist, who has been fired extra list in preference. The oldest applicant will be assigned.

Bulletin of the eastern division of the El Paso & Southwestern announce that regular yard engine 24, has been vacated for through freight firemen between Tucumcari and Duran, in regular chain gang service. The oldest applicants will be considered.

The new passenger depot of the El Paso & Southwestern at Tucumcari, was opened yesterday with the arrival of "number 34."

A. B. Snyder, regular helper and extra engine fireman for the G. H. yard service at El Paso, is taking a few days layoff and an extra switchman is filling his vacancy.

T. G. Richmond, a regular switchman in the local yard service of the G. H., is laying off for a few days.

J. J. Conrad, regular engine fireman for the G. H. at El Paso, has reported for duty after a few days layoff, and was placed on the night coach engine.

Jimmie Shea, extra passenger conductor for the G. H. at El Paso, has been displaced by conductor J. A. Galt, who is running in passenger service. Jimmie Shea will be sent from here and will bring his turn into this city. He is working between El Paso and Sanderson.

Charles Cotter, a blacksmith of the local blacksmith shops of the El Paso & Southwestern, was taken sick yesterday morning while at work.

W. Gill, regular through freight engineer for the Southern Pacific, took 241's train out of the city yesterday. G. H. McNamie is firing engine 273 for him.

F. Hobien, regular passenger engineer for the G. H. between El Paso and Sanderson, has reported for duty, after a 30 days' layoff. He displaced engineer Henry Young, who goes back into through freight service between El Paso and Valentine. Henry Young will bump Andy Young, who will displace one of the other engineers.

J. W. Johnson, engineer for the G. H. has moved to 1123 East Nevada street, a home which he recently purchased.

R. E. Stinson, extra fireman for the Southern Pacific at El Paso, is back on the local extra list, after having made a round trip in through freight service.

W. R. Cashon, A. Deshauiers, L. Davenport, C. Deaton, J. J. Knapp, Joe Lisenbe, C. A. McCarary, Joe Nagle, W. P. Richards, A. Rodes, Tom Reynolds, R. M. Russell, R. Ross, Wm. Sergeant, M. E. Strange, M. B. Samples, G. Thome and D. N. Williams.

J. H. Conrad, a member of the Carpenters' local, has arrived from Morenci, Ariz., where he had been working. He has taken a transfer card and left today for Fort Huachuca, Ariz., where he has a position working for the government.

G. B. Moore is superintending the sheet metal work for the Acme Sheet Metal works of El Paso on the new mill building being erected at Phoenix, Ariz. Eight union sheet metal workers are assisting Mr. Moore at the work.

A. D. Kleyhauer, formerly a member of the local Barbers' union, is now working at the trade in St. Louis and reports that he is progressing nicely and is the proud father of a newly born son.

F. T. Robinson, a member of the local Sheet Metal Workers, has started the sheet metal work on the new Nagley flats, on East Arizona street.

J. B. Williams, president of the Carpenters' union, has been on the sick list for the past few days, suffering from an attack of grip.

C. W. Scott has resigned his position with the Acme Sheet Metal works and has a position with the H. Welsh company, on West Overland street. Mr. Scott is a union sheet metal worker.

G. A. Halling has completed the sheet metal work on the new five room bungalow for J. E. Neff, on River street, between Kansas and Stanton streets. Mr. Halling is a member of the Sheet Metal Workers' union.

The tin roof being placed on the new five room bungalow, corner Hawthorne and Boulevard, is being done by C. Villagras, a member of the Sheet Metal Workers' local.

Fred Geringer, a member of the Barbers' local, who is in ill health, receives a sick benefit from the union. He is spending a few weeks at Canton, Ohio, with the hope that a much needed rest will bring about a speedy recovery.

A. R. Brooks seriously cut his left hand on a piece of sheet iron. Several stitches were necessary to dress the wound. Mr. Brooks will be unable to work for several weeks. He is an employee of the Gus Moom company and a member of the Sheet Metal Workers' union.

## Let Me Take Your Measure For a FALL SUIT OR OVERCOAT

Tell us what we'll do: We will make you an All-Wool Suit or Overcoat from your choice of any pattern you may select in our store. We will make it any style you want and guarantee an absolute perfect fit for

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Made to  
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To Fit,  
Please  
and  
Satisfy



Why should you pay high prices for clothes that were made for no one in particular, when you can have clothes made to order and have the satisfaction of knowing they were made for you and you only? Why not buy your clothes direct from the makers and save the middleman's rakeoff?

Fifteen Dollar Clothes Made London Woolen Mills Famous

Your satisfaction is our first consideration. Write for samples and self-measuring blanks.

## LONDON WOOLEN MILLS

R. Rhodes, Manager.

217 SAN ANTONIO ST.

## McELWAIN SHOES

Men who walk a great deal cannot afford to waste money upon poor shoe leather.

A substantial, durable shoe can be bought for a reasonable amount, when that shoe bears the McElwain name and trade-mark.

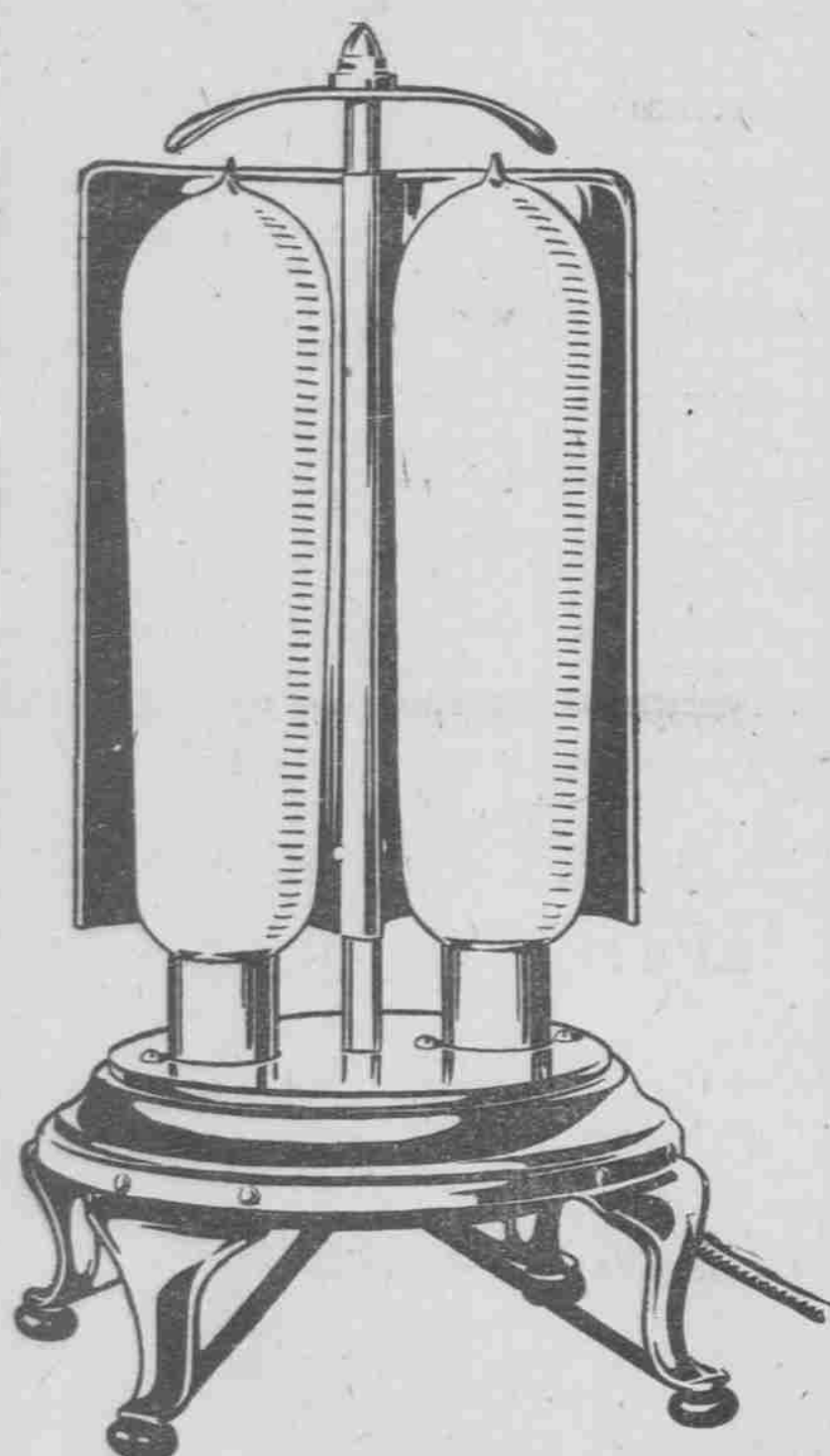
Men's shoes at \$3.00, \$3.50, \$4.00 and \$4.50. Boys' shoes at \$2.50 and \$3.00. Little Boys' shoes at \$2.00 and \$2.50.

Distributed by Leading Wholesalers and Made by

W. H. McELWAIN COMPANY  
Boston



## That Cheerful Glow



of a luminous radiator warms like soft sunshine. Just the thing for cool autumn days. Attaches to any electric light socket. See display in the windows of our office.

Price \$6.00

El Paso Electric Railway Co.

Electric Bldg.

Phone 2323.

## Rheumatic Pains Promptly Disappear

Relief Comes After Taking Few Doses of Croxone

It is needless to suffer with rheumatism, and be all crippled up, and bent out of shape with its heart-wrenching pains, when you can avoid it. Rheumatism comes from weak, inactive kidneys, that fail to filter from the blood the poisonous waste matter and uric acid; and the only way to overcome it is to remove the cause.

Croxone does this because it neutralizes and dissolves the poisonous substances and uric acid that lodge in the joints and muscles, to scratch and irritate and cause rheumatism, and cleans out the kidneys, so they can filter from the blood, and drive it on and out of the system.

Croxone is a truly remarkable medicine for rheumatism, kidney troubles and bladder disorders. You will find it differs from other remedies. There is nothing else just like it. It matters not how old you are, or how long you have suffered, it is practically impossible to take it without results. Relief follows the first few doses, and you will be surprised how quickly all misery and suffering will end.

An original package of Croxone costs but a trifle and all druggists are authorized to sell it on a positive money-back guarantee. Three doses a day for a few days is often all that is ever needed to overcome the worst backache or urinary disorders.—Advertisement.

## Building Trades Council to Give First of Its Monthly Dances Tonight

Entertainment Committee  
Completes Arrangements  
For Social Gathering.

(By J. W. Harris, Stereotypers' Union.)

THE first of the regular monthly dances to be given under the auspices of the Building Trades council, will be held tonight at the Building Trades meeting hall, over 205 South El Paso street. The hall will be opened at 8 o'clock sharp. The Knox, all union, orchestra will furnish the music. The committee of entertainment is J. H. Peckham, B. H. Kitttridge, T. D. Chonowin and John Butsell.

The Boilermakers' union will hold its semi-monthly meeting tonight at the Central Labor Union hall No. 3, at 8 o'clock. W. Beeson is president and W. M. Parker is secretary.